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SEARCH AND RESCUE MISSIONS

All of us have heard an occasional but closeted remark about CAP Search and Rescue Missions but few of us know much about them except that they are for qualified Pilots only and naturally constitute one of the active duty services of CAP for the Army Air Force.

From Commander Kaufmann, who participated in such a Mission recently comes the following story:

In the past many Pilots of this, and perhaps other Squadrons have been criticizing Search and Rescue Operations for seemingly calling the same personnel on most of the Missions. We have felt that we as Pilots were qualified and willing to contribute our time and experience along with those who have been called over and over on the Missions in the past, and could see no reason for being excluded.

One has but to go on duty once to appreciate the reason for all this. Captain SNOW, Wing Operations Officer, and his able assistant Lt. ZECHEL have the operations of these Missions so completely under control that it would be impossible for even the most skeptical to doubt their judgement.

The first impression the novice Rescue Pilot will receive is the systematic plotting of rescue areas, the complete control of out-going and incoming Aircraft and the fact that operations has the situation firmly in hand. They know where every pilot is at all times, when he is over-due, what area has been searched, how well it has been searched, they see to it that Mess and Quarters are arranged for, the gasoline is on hand and that your aircraft is in good flying condition. What is more important they know the respective abilities of every pilot.

The last is extremely important. When the novice first enters an Army Base he is under the impression that Operations will assign him an aircraft and tell him to go out and search. He will soon realize that such is not the case.

On my first Mission I had the good fortune to be assigned to Lt. PIERCE as an Observer. I was permitted to fly the aircraft for nearly one hour swaying in and out of canyon at what appeared to me, a recklessly low altitude. When Lt. PIERCE took

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Colonel Johnson Reviews 1st Group



Reviewing Officers at the review for Colonel EARL JOHNSON, National Commander, are, Left to Right: Colonel JOHNSON, Lt. Colonel BERTRAND RHINE, California Wing Commander, Lt. Colonel SMETHILL, Commander Colorado Wing, and Major RICHARD DICK, Commander 1st Group, California Wing.

On Sunday, February 25, the Los Angeles Group was honored by a visit from the Civil Air Patrol National Commander Colonel EARLE JOHNSON.

Visiting Wing Commanders were Lt. Col. BEER, Commander of the Arizona Wing and Lt. Col. SMETHILL, Commander of the Colorado Wing.

Approximately 100 senior officers representing 47 Squadrons of the California Wing were present.

Cadets from 1st group and nearby Squadrons assembled and formed on the drill field. The Cadets of Los Angeles Squadron 3 gave an exhibition of the drill that won them the Efficiency award during the last Cadet competition drill.

At the completion of the Cadet drill, the officers retired to Squadron Five's Canteen for a buffet dinner, after which a business meeting was held in the Fairfax High School Auditorium during which Colonel JOHNSON discussed present and future activities of the Civil Air Patrol.

AIRPORT SURVEY

A survey of Los Angeles County is being conducted by units of 1st Group and Santa Monica Squadrons for the purpose of mapping existing airports and surveying undeveloped areas offering possibilities as airports or flight strips.

Personnel that will be needed to accomplish this work includes: Pilots, Observers, Crew chiefs, Mapmakers, Surveyors, Architects, Traffic Control Planners, Photographers, Meteorologists and Clerks.

Anyone who has not already indicated a desire to perform the types of work mentioned but who has time and ability to do such, should leave his name with the Operations Officer, Lt. HESSELDENZ.

BE A GOOD MEMBER . . .

PAY YOUR DUES

WEAR YOUR UNIFORM

ATTEND MEETINGS

MEDICAL OFFICER



LT. LOUIS J. PETRITZ

We of Squadron 5 are particularly proud of our Medical Officer, Lt. LOUIS J. PETRITZ. As Medical Officer, he is unbeatable in his willingness to work and serve, as a man, the smiling and ever-cheerful Doctor is perhaps one of the most liked members of the Staff.

Dr. PETRITZ was born at Anaconda, Montana, on the 15th day of January. He attended Holy Cross Academy, graduating with an A.B. From 1914 to 1918 he studied Medicine at Northwestern University, stopping only long enough to serve with the Medical Corps of the Army during the latter period of World War I.

After serving the inevitable internship at the Cook County Hospital in Chicago, Dr. PETRITZ became an Instructor in Clinical Surgery at the Medical School of the University of Chicago, later serving in the same capacity at the Post Graduate Hospital in the same City.

From 1920 to 1922 he was associated as Field Director with the Rockefeller Foundation later becoming Director of Malaria Research and a member of the National Malaria Committee, until 1931.

Some time later the enterprising Doctor became the owner of the Lincoln Hospital at Rochele, Ill., and served in the capacity of Chief Surgeon there until his departure to California.

Apparently Dr. PETRITZ realized that there were other degrees available, so he promptly enrolled at Loyola University to add an LL.B. to the A.B. and M.D. he already possessed.

During all this busy career Lt. PETRITZ found time to take up flying. He received his Pilot's License in 1929, was an Aircraft Owner until the war grounded him and has today nearly 500 hours of time to his credit.

SEARCH MISSIONS . . .

• FROM PAGE 1

over my first lesson in Rescue Flying began. I must admit he gave me many an anxious moment but along with that, absolute confidence in his ability and mastery of the aircraft in narrow canyons, taking advantage of every up and downdraft and covering every inch of the terrain thoroughly.

When I got back to the Base I was convinced that I had much to learn. The good natured way which the "experts" analyzed my shortcomings and the well meant suggestions only added to my opinion of the men who have flown over a thousand hours of Rescue work without a mishap.

My second assignment took me to another Base. When I arrived, all arrangements had already been made and we were ready to operate. This time I was assigned to Lt. HASEY, an old-timer, who had flown the anti-submarine Patrol. Again I gained a great deal of experience from the cool, methodic pilot.

On the third day I flew an Observer with Lt. HUGHES, and learned about contours, rechecks and downdrafts.

Finally on my fourth day I was assigned as Pilot with a newcomer as my Observer.

Every inch of mountain searched during that day was certainly done the way PIERCE, HUGHES or HASEY would have done it and I for one am confident that it would not have been done efficiently without their coaching and patience.

One need go on only one Mission to appreciate the reason for having these old-timers like, SNOW, ZECHIEL, HEASEY, HUGHES, ED WITT, WEIDNER and PIERCE on hand. For it is their experience and coaching that will keep the Search Missions assigned to this Wing on the safe and thorough basis it has been up to date.

We feel particularly fortunate in having a good Medical Officer, but are equally proud of his background as a Pilot and his ability to understand Pilots.

The Cadets on the other hand are being served dually, by receiving the physical examination from the Doctor and spending practically every weekend on orientation flights with the ever-ready Medical Officer at the controls.

Lt. PETRITZ is presently attached as Physician and Surgeon to the Los Angeles Fire Department.

He is married to a very lovely lady who is known to most of us for her pleasing smile and even more pleasing voice.

His favorite hobbies are, flying, fishing, skiing and hunting, not to mention spending his well-earned rest at Squadron Headquarters as Medico of this Unit.

The latest group to receive one year service ribbons consisted of J. J. MALONEY, H. HERZBERG, and S. PETTY.

CAPeople



S/SGT. GEORGE CRISPIN

Did you see that black eye! This C.A.P. Assistant Operations Officer will leave quite an impression on everyone with a shiner like that.

Yes, that 6 ft. 1 in. GEORGE CRISPIN, born in the "bug-eye" state (Ohio to you) is really one to cause confusion.

GEORGE, who is a section Leader under Lt. HESSELDENZ of Flight "B," was born in Cincinnati on June 4, 1915.

His education in the little two-story wooden school house in Cummington, Kentucky, ran as high as the ? grade.

We find Mr. CRISPIN has been interested in flying since he saw his first airplane in the sky. He did nothing about his interest in flying until he joined the Civil Air Patrol in June 1944. Since then he has flown in the club ship, Cubs and Luscombes at Vail Field and Culver City Airport.

JUNIOR, his nickname from the Commander, says he really felt fine on his first flight in a plane. One of these days he hopes to have one of his own, but will have to be satisfied with a motorcycle for the present.

During the week when he is not at CAP headquarters, GEORGE works for the Santa Fe Railway where he is an engine foreman.

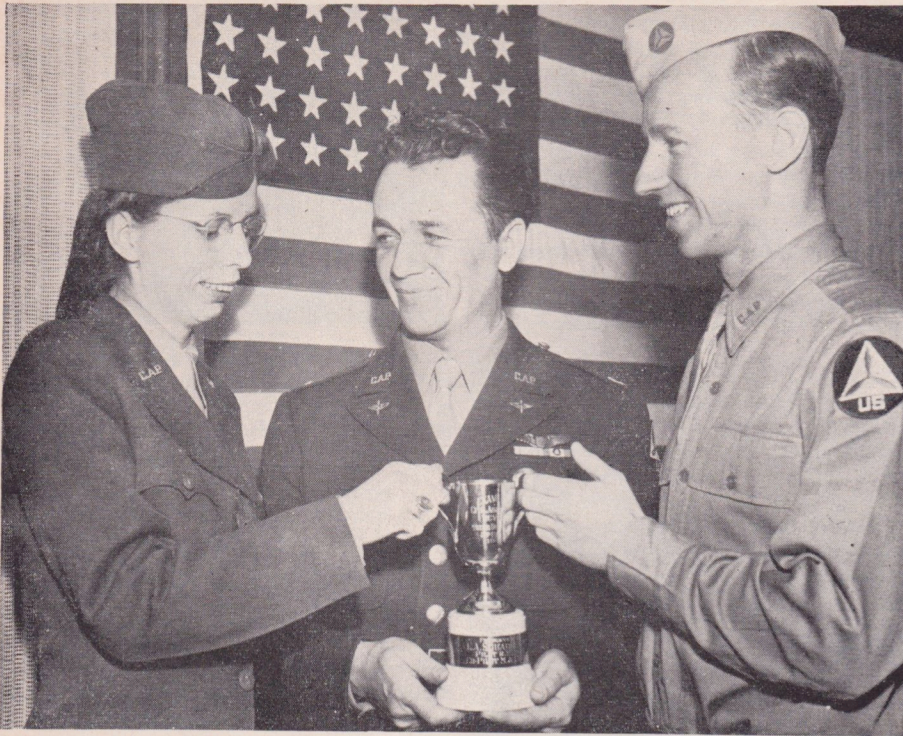
Sports seem to be quite popular with GEORGE. He is particularly fond of bowling, horseback riding and archery.

GEORGE is an attentive member of the CAP and has hopes of becoming a good flyer. To the membership GEORGE is known as the one-man volunteer. He has volunteered for more extra-curricular work than any other squad of men.

BUY

WAR BONDS

Trophy Awarded Squadron Five



Corporal MARGARET SHERO and Staff Sergeant RICHARD COE present 2nd place cup they won in bombing competition to Commander KAUFMANN for the Squadron.

FLIGHT A

The increased noise level in the home of Pilot RALPH BEAL, of Flight "A," is due to the recent arrival of a son, RICHARD ALLEN BEAL. The date of arrival was none other than the memorable February 12, birth date of Abraham Lincoln. Data on the model is still restricted but the following information was obtained from a special press release:

Gross Weight.....Slightly over six pounds
Consumption.....? gallons per hour
Take offFrequent
ClimbStill restricted
RangeHigh "C" (Fortissimo)

Members of Flight "A" who received their one year service ribbons during the past month were: Acting W/O MALONEY, Sgt. HERZBERG, Sgt. SNYDER and Instructor DANIELSON.

"Ouch"-Flight "A" had but eleven members present at the parade grounds last Sunday. Let's step this attendance up!

We saw Lt. PERNER hobble into the canteen with a sprained ankle. Who handles the "Purple Hearts"?

We have noticed quite a few Flight "A" members attending the Commercial classes. This instruction is exceptionally valuable and is greatly appreciated by us all.

Dr. SORENSON and Sgt. SNYDER are getting quite a kick flying the Piper Cruiser these days.

FLIGHT B

W/O FRANK MARRA, of Flight "B" is on active duty service with the CAP tow target unit No. 7, 32nd Army Air Forces BASG Unit and is stationed at the Grand Central Air Terminal, Burbank, California.

It is his duty to tow a target while it is fired upon by Anti Aircraft Guns and fighter aircraft. He claims that at times the target is cut loose from the 1200 foot tow cable. Ah, the excitement and thrills. One of the most peculiar thrills is when the fighter planes come diving in to score a kill on the target.

MARRA has about completed the arrangements for us to have the use of the Fairfax High School Gymnasium where he plans to teach ambitious CAP members the secrets of Jiu-Jitsu.

This flight wishes to report that two of its members were kept busy with active duty during the past month.

W/O HAL GREINETZ, Squadron Engineering Officer, participated in a search mission flying out of "War Eagle Field." During one of his flights from this base, GREINETZ experienced such rough air that he still doesn't know which end is up.

At one time the plane he was flying dropped 7000 feet to 4000 feet in "snap" just that much time.

Staff Sergeant BAILEY flew his Luscombe from a base in Bakersfield. The weather was so rough at times that dirt from the floor board filled the cabin. We suggest that "HAP" clean out his ship occasionally.

Incidentally "HAP" is returning to school in Berkeley next month. We all wish him the best of luck.

FLIGHT C

? ? ? ? ?

FLIGHT D

A meeting of all Flight "D" personnel was held at W/O BETTY DEWAR'S home Wednesday, 21 February 1945.

One of the highlights of the meeting was the appointment of officers within the Flight to correspond to the manning table set up for the Squadron. This procedure is meant to acquaint the members of the Flight with the functions of the various officers of the Squadron and give them a more active position in the Flight. The following members were appointed to the Flight "D" Staff:

Pvt. J. ATKINS.....Intelligence Officer
Pvt. N. TOLIN.....Finance Officer
S/Sgt. G. WHITE.....Transportation Officer
Pvt. D. WARNE.....Adjutant
Pvt. V. ANDREWS.....Personnel Officer
Sgt. H. MURRAY.....Photographic Officer
Pvt. G. POSTRAMA.....Inspection Officer
Pvt. B. DAHMKE.....Flight Reporter

Assistant Flight Leader B. SEARLES and Sgt. H. MURRAY were appointed to make a book with pictures of all key personnel in the Squadron. This book will be shown to all new members assigned to Flight "D" to familiarize them with the people and their positions in the Squadron.

FLIGHT E

We're pointing with pride to the brand new commission presented to Assistant Flight Leader ALLENE TURNBOUGH. W/O TURNBOUGH, incidentally, can make with some very fine "hanger-flying" as a result of her first flying lesson. We can't believe that the gleam in her eye, when she mentions the trip, is just the result of learning the fundamentals of bank and turn, unless there were some maneuvers we haven't heard about.

If W/O JACKIE MYHAND appears to be walking with her head in the clouds, it's because she and her husband have been spending his 30-day furlough in Pine Bluff, Arkansas. Back from the Battle of the Philippines with a ribbon and a star (to cite just one of the major engagements he has seen), Signalmen 1st/Class W. H. MYHAND received a much deserved furlough while his ship is in for repairs.

NEW MEMBERS

Newcomers to the Squadron during the month of February were: E. CARLTON, J. GRUSS, B. DAHMKE, J. ATKINS, G. WARNER, N. ORMALYES, W. NOVICK, S. NOVICK, M. ARTHUR, A. BROMFIELD, D. BOWER, M. BASLEY, J. ROBERTS, D. ANDERSON, E. FORD, M. BROWDER.

APPOINTMENTS

February was a particularly good month for members being given command and staff assignments. Those appointed were: W/O J. MYHAND to Leader of Flight "E," W/O B. DEWAR to Leader of Flight "D," D. CURTIS to Assistant Flight Leader of Flight "B," B. SEARLES to Assistant Leader of Flight "D," M. TURNBOUGH to Assistant Leader of Flight "E," W. BONNEY to Assistant Transportation Officer, L. CRISPIN to Assistant Training Officer, P. SHAW to Instructor.

PROMOTIONS

Promotions made during the month of February included: To Private First Class: D. M. ADAMTHWAITE, R. DOTY, J. P. COONEY, W. M. ELLIOT, N. HENNINGSEN, E. EAMES, R. THEDKA, C. WARNE, D. VON DRAKSA. To Corporal: W. ARFORD. To Sergeant: H. RYKER, L. CRISPIN, D. WHITCHURCH. To Staff Sergeant: R. COE, L. RIGGS, G. CRISPIN, M. GROSS.

Nazis !!!

Himmel! Ve iss raided! One reasonably quiet evening a woman was intently studying some paintings on display in an art store window when the stillness was shattered by the surprising but unintelligent shout, "ACHTUNG, FORWARD, MARSCH!"

Looking around she did as perfect a double take as any Hollywood director would expect from any actor. The reason was that there, in plain sight, were two perfectly uniformed and heavily armed Nazis goose stepping down Melrose Avenue and headed straight for the Fairfax High School.

This reporter was unable to make anything of her incoherent mumbling. The best statement to be obtained after some two hours of grueling interviewing was, "Nazis! High Command kidding! Men from Mars! Invaded! My G—, I mean Heavens! Where's my child?! Head for the hills! We loused the war!"

It is possible that by all this she meant that someone was kidding the high command and that we, not that Germans had been invaded. Her last statement was most likely meant to mean, "We've lost, so get the kids and hit for tall timber!"

The fact is that two of our cadets had been outfitted in the very latest thing in Nazi sniper suits in order to pull a joke on Captain KAUFMANN as he was explaining the recent changes in the Civil Air Patrol uniform.



Colonel JOHNSON and Captain KAUFMANN seem to be discussing something quite interesting at the dinner given at Squadron Five Headquarters following the review in honor of Colonel Johnson.

To date the changes that have been authorized are (1) the removal of the red shoulder straps, (2) the removal of the red piping on the overseas caps, and (3) the change of non-commissioned officer's chevrons from those with red background to those with the Army regulation black background.

At the March Dance given by the Squadron the Cadets will be the hosts to the adult members.

A surprise program is in store for the Squadron. THIS IS A PROGRAM THAT NO ONE CAN AFFORD TO MISS!

L. J. Brubaker
General Manager

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Asst. General Manager
M. C. Foss

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